GRUMMAN plane news

Vol. 37, No. 19, Bethpage, N.Y., October 31, 1978

Duryea to PAC:

'We can start to run government like a business'

On Thursday, October 19, several hundred members of the Grumman Political Action Committee (PAC) welcomed New York State gubernatorial candidate Perry Duryea to a special "Meet Your Candidate" session in Plant 4.

Also on hand to greet the Republican-Conservative candidate for governor were Grumman Corporation Chairman Jack Bierwirth and Grumman Aerospace Chairman and President George Skurla.

Duryea's opponent, New York State Governor Hugh Carey, appeared before the Grumman PAC on Tuesday, September 19. His comments were published in the Friday, September 29, issue of Grumman PLANE NEWS.

After commending the Grumman men and women for designing and building top quality products, N.Y. State Assembly Minority Leader Duryea spoke on a broad range of topics that affect New Yorkers.

Excerpts from Duryea's speech follow:

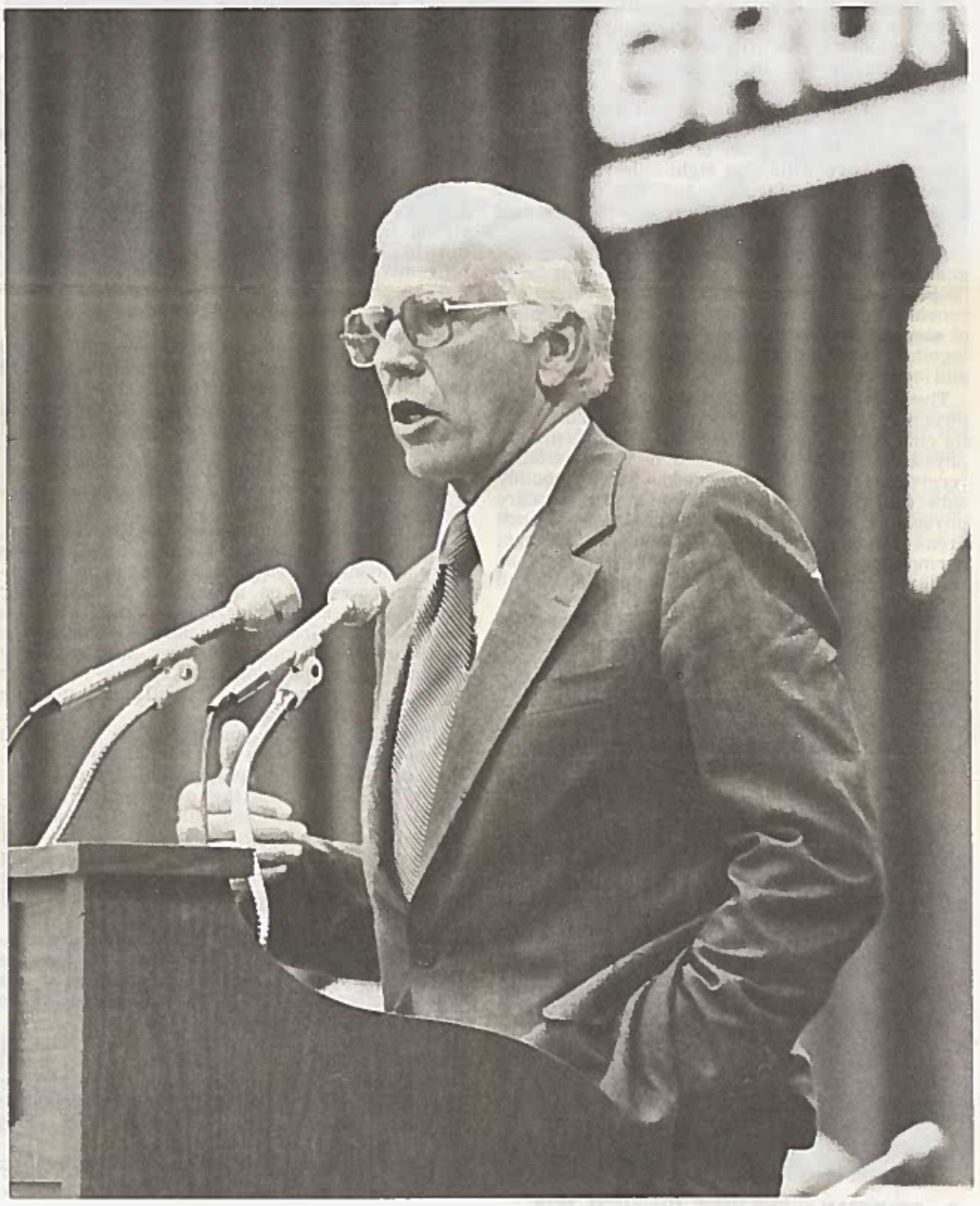
"I'm concerned about New York State right now, and I'm concerned because of a number of reasons. One, I don't think that the Federal government has concerned itself with our problems in any real way. And, it hasn't concerned itself with a proper allocation of resources as it relates to Grumman aircraft. But, in a more specific way, I'm concerned here insofar as State government is concerned – it's impact on all of us.

"Just a couple of statistics. New York State today has the second highest unemployment rate in the nation ... second only to Alaska. We have 7.7 percent unemployment in this state ... having lost 200,000 jobs as of September of this year. We are the only state in this nation which has fewer private sector jobs today than it had four years ago...and, 160,000 less people work in N.Y. in 1978 than did in 1974. The list of those who have left us is appalling... General Electric, Westinghouse, Xerox... the real giants of the world. They want to get out of N.Y. and go someplace else. Why? Taxes.

'Taxes must be cut'

"If we are going to be competitive with the rest of this nation, taxes must be cut. I support and advance in the legislature ... and was supported by many of my colleagues, a comprehensive tax cut which would have spoken to the problem of income taxes, corporate franchise taxes, sales taxes, and most importantly for many of us, the real property tax -- which for most of us is a very significant burden upon people who live in New York. We didn't go as far in the 1978 legislation as I would have wanted to go. But I have pledged that when I am in office next year to follow through with a program that will reduce taxes across the board in this State. So that New York will be competitive ...

(Continued on page 8)



HMO: new alternative in health care

Many Grummanties will soon be able to choose a new way of planning for their family's health needs. Bob Bradshaw, Grumman Corporation Secretary, recently announced that the company will be offering an alternative to its present health insurance plan: enrollment in a health maintenance organization, or "HMO."

"About 14,500 Grummanites will be eligible for either of two HMO's," says Bradshaw, "the Community Health Plan of Queens-Nassau, for those who live within an eight-mile radius of its New Hyde Park facility; and the Community Health Plan of Suffolk, for those in a 15- to 20-mile radius of its facility in Hauppauge."

An HMO is a form of pre-paid group practice that guarantees delivery of specific comprehensive hospital and physician services. The services are provided by physicians representing a wide range of medical and surgical specialties, who practice together at a single location and share expenses and income.

The HMO provides continuity of care under the direction of a personal internist (or pediatrician, for children), who is in effect the member's private physician. HMO members and their families receive care as often as they need it for one monthly subscription payment. In addition to primary-care physicians and pediatricians, specialists in such areas as gynecology, ophthalmology, urology, dermatology, and neurology are on the staff, as well as registered nurses and supporting health care personnel.

HMO facilities provide on-the-spot treatment for many illnesses. They handle X-rays and laboratory tests, give immunizations, allergy treatments, eye exams, well-baby care, and complete physical examinations. Care is available 24 hours a day, seven days a week, since an HMO doctor can always be reached by phone should an emergency occur outside of the facility's regular hours.

Interest in HMO's has been growing rapidly in recent years. There are now about 165 in the United States, serving almost 6.5 million people. Many government, business, and community organizations have supported the HMO concept as an attractive alternative to the traditional method of health care. They point to its potential to make health care more accessible to subscribers, improve its quality and comprehensiveness, and keep costs down.

"Because an HMO collects a fixed amount of money for its services," says Bradshaw, "it has a strong financial incentive to keep its members healthy. It does this by stressing regular checkups, preventive care, and the early detection of illness. And because of the one pre-paid premium, members have virtually no out-of-pocket costs."

Apparently, the emphasis on preventive care works. Studies show that HMO patients are hospitalized about half as often as other patients. The use of outpatient services is encouraged in preference to more expensive and inconvenient hospitalization.

Unlike traditional medical insurance coverage, there is no deductible per-illness charge, and there are no forms to be filled out.

For those Grummanites choosing the HMO plan, Grumman will be paying toward enrollment the same amount of money it pays for the present insurance coverage on a per capita basis. For Grummanites eligible for the Community Health Plan of Suffolk, Grumman's contribution covers the entire cost of enrollment. However, the Community Health Plan of Queens-Nassau charges a slightly higher fee for enrollment; the difference must be absorbed by the employee.

Although costs are guaranteed for a year in advance, they are subject to annual adjustments. The employee would be responsible for paying any price differences, should they develop in the future.

"Eligible Grummanites will be given an opportunity, late in each year, to decide which form of health benefit they will have for the following year," says Bradshaw. "There will be no limitation on switching from one to the other on an annual basis."

"HMO's are an interesting and promising concept in health care," says Bradshaw, "but they are not for everyone. A careful investigation of the benefits offered by both plans is necessary to determine which one best suits your needs."

For example, if you have a long-standing relationship with your family doctor, and you feel comfortable and confident with that, you may be reluctant to give it up. Only limited psychiatric services are offered by the HMO's, and chiropractic services are not available.

"Many things should be taken into consideration before making this very important and personal decision," says Bradshaw.

To help with this decision, Grumman will be scheduling in-plant presentations within the next few weeks. Eligible Grummanites are invited to attend these meetings, at which time representatives from the Personnel Department and the HMO will explain the plan further and give a detailed comparison of benefits. In addition, descriptive material and brochures will be mailed home.

Should you choose to enroll, application forms will be available at the in-plant presentations, at both HMO's, in the Insurance Department in Plant 28, and at other Personnel offices. They should be returned to the Insurance Department, Plant 28 (mail stop A10-28) by November 30, 1978. Representatives of the HMO's and the Insurance Department will available in Plant 28 to answer any questions and to assist you with enrollment.

"We strongly encourage Grummanites who are eligible for enrollment in an HMO to visit the facility with their families," says Bradshaw. "For this reason, open house dates have been scheduled at both of them."

Here's the open house schedule:

Community Health Plan of Queens-Nassau, 410 Lakeville Road, New Hyde Park, N.Y. 11040. Thursday, Nov. 2, 7:30 p.m.; Friday, Nov. 3, 7:30 p.m.; Sunday, Nov. 5, 1:30 p.m.; Thursday, Nov. 9, 7:30 p.m.; Tuesday, Nov. 14, 7:30 p.m.; Thursday, Nov. 16, 7:30 p.m.; Friday, Nov. 17, 7:30 p.m.' Sunday, Nov. 19, 1:30 p.m.

Community Health Plan of Suffolk, 3001 Express Drive North, Hauppauge, New York 11787. Saturday, Nov. 4, 10 a.m.; Tuesday, Nov. 7, 7 p.m.; Wednesday, Nov. 8, 7 p.m.; Saturday, Nov. 11, 10 a.m.; Tuesday, Nov. 14, 7 p.m.; Wednesday, Nov. 15, 7 p.m.; Saturday, Nov. 18, 10 a.m.

Four USAF officers begin tour at Grumman

This year, Grumman Aerospace began its 14th year of participation in the U.S. Air Force Education With Industry (EWI) Program. Captains Roger Baskett, Douglas Garrett Jr., Georges Houle and Chris McWilliams recently joined Grumman Aerospace as the 1978-79 EWI participants.

Since the program began 31 years ago, the purpose of EWI has been to provide education experience for select Air Force officers through first-hand study and exposure to industrial management, organization and technology. The program also provides "an excellent format for the development of highly qualified career officers in preparation for responsible procurement and logistics management positions in the Air Force.

Two way street

"The EWI offers an opportunity for promoting common understanding of mutual concerns, improved communications with our customers -- and a sharing of experience and knowledge which is extremely valuable to both Grumman and to the Air Force," says George Skurla, Grumman Aerospace Chairman and President.

"Over the past 14 years, the EWI program's value has been demonstrated repeatedly," continues Skurla, "and its importance continues to grow as the defense procurement and logistics processes grow more complex."

Welcome aboard

This year's four EWI participants began their 10-month stay at Grumman in September. The four officers have already completed Phase I of the program. During this three week orientation period, they received an overall view of the company by attending various briefings, meeting with several top Grumman officials and touring the company's facilities on Long Island.

During Phase II, they are assigned to three or four departments involved in their chosen field. This 24-week assignment will provide each officer with an in-depth knowledge of the chosen areas. Each EWI officer will work in the assigned departments to see first-hand the management processes followed in industry.

The final segment, a three-month assignment in one specialized department, provides concentrated exposure in the specialty in which the officer will most likely be working once he graduates from the program.

The four Air Force officers have already chosen their field of concentration.

Welcome aboard. *This year's EWI participants, U.S. Air Force Captains (L to R) Georges Houle, Douglas Garrett Jr., Chris McWilliams and Roger Baskett, share a light moment with Grumman Aerospace Executive Vice President Ralph 'Doc' Tripp during a briefing session. (Photo by Marie Trimborn)*

Capt. Roger Baskett began his military career in 1967 upon graduating from Central Missouri State University. His most recent assignment was as squadron instructor pilot, 41 Tactical Airlift Squadron, 317th Tactical Airlift Wing, Pope AFB, N.C. There he supervised the upgrading and continuation training of other squadron pilots. As Mobility Officer, he was responsible for ensuring readiness of personnel and equipment to deploy anywhere in the world on short notice. Capt. Baskett will specialize in Logistics Management.

Upon graduating from the University of Wyoming in 1968, Capt. Douglas Garrett Jr. entered the US Air Force. His latest assignment was as instructor Aircraft Commander (C-5A) of the 3rd Military Airlift Squadron, Dover AFB, Delaware. As aircraft commander of a 20 man crew, he had to insure compliance with all regulations and international procedures while participating in global flights. While at Grumman, Capt. Garrett will concentrate in Industrial Procurement and Production.

Also specializing in that field is Capt. Georges Houle. A graduate of the U.S. Air Force Academy, Capt. Houle began his military career in 1971. His most recent assignment was Aircraft Commander (B-52) 60BMS, Anderson AFB, Guam. As pilot in command, he was responsible for the training and performance of crew members and the successful completion of flight missions. He also served as co-pilot instructor, assistant operations officer and squadron career development officer.

Capt. Chris McWilliams is studying Aircraft Maintenance during his stay at Grumman. Prior to this EWI assignment, Capt. McWilliams was Logistics Controller at Barksdale AFB, La. In this post, he coordinated logistics support for 19 subordinate wings including daily state-of-command briefings and was responsible for normal and emergency war order actions to support 576 B-52, FB-111 and KC / RC-135 aircraft. He joined the Air Force in 1972, after graduating from Allegheny College.

The EWI program at Grumman is coordinated by the Career Education and Development Department, in cooperation with the U.S. Air Force Institute of Technology.

GRUMMAN plane news

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obituaries

FRANK RENTE of ILS Electrical Engineering, Plant 40, died October 9 at the age of 58. He had been with the company since 1965 and resided at 1925 W. 11th Street, Brooklyn.

Personals

I wish to thank my friends and coworkers for their kindness and consideration during my recent hospitalization. **Jack Schiess**

On behalf of my family and myself, I would like to thank all my friends at Grumman and Employee Services for their sympathy, kindness, and contributions to the Cancer Society in memory of my brother. **Fran Smith**

My family and I wish to thank our many friends, coworkers, and Employee Services for their kindess and sympathy during the recent loss of my mother. **Don White**

Remember to vote on November 7

people

"Topcat" of the year honors go to two U.S. Naval fighter pilots, Lt. Cdr. Ed Andrews and Lt. Cdr. Jack Snyder. Grumman Aerospace has been sponsoring the "Topcat" award at the annual Tailhook Association Convention since 1971. The special honor is given in recognition of "outstanding achievements as a fighter pilot / radar intercept officer" in, or in support of, the F-14 cockpit.

Both Lt. Cdr. Andrews and Lt. Cdr. Snyder received many accolades from their nominating superior officers.

"During the past year, Cdr. Andrews has demonstrated himself to be a superior naval officer and fighter pilot without peer," wrote Cdr. Jack Lovell, Chief of Staff-Fighter Wing One at Oceana NAS, Va.

Presently executive officer of VF-101 "Grim Reapers" squadron at Oceana, Andrews served as operations officer of what was then the F-14 Component of VF-101 in 1977. During that year, he was responsible for implementing the

Topcat of 1978. *Lt. Cdr. Ed Andrews (L) accepts Topcat of the Year plaque from Jack Christiansen, special assistant to Grumman Aerospace Chairman and President George Skurla.*

syllabus for training of replacement pilots and naval flight officers. In addition to training U.S. naval aircrew, he also trained Imperial Iranian Air Force officers.

"As an aviator, Cdr. Andrews' talents are unsurpassed," continued Lovell. "He has an innate ability to fly the F-14 and judge its capabilities, limitations, and potential employment. He has a oneness with the aircraft that cannot be learned or taught, but which results in pilot and F-14 sharing common goals and exceeding all logical expectations. He is perfectly suited mentally for a fighter pilot."

In recognition of his inimitable ability with the F-14 Tomcat, Cdr. Andrews has been selected to appear in numerous air shows throughout the country.

Also a superior fighter pilot, Cdr. Snyder has coupled his aviation and organizational skills with the talent for training others. Wrote Rear Adm. Fredrick Fellowes, Commander, Fighter Airborne Early Warning Wing, Pacific Fleet, "While attached to VF-124, he was instrumental in the formation of the Instructional Systems Development Department concept. The success of this effort in the training of replacement aircrews has led to the establishment of ISD departments in all Navy Replacement Training Squadrons."

Continued Adm. Fellowes, "As head of the VF-124 Advanced Tactics Division, he was personally responsible for the safe and efficient training of over 300 F-14 aircrews in the principals of Air Combat Maneuvering and Maritime Air Superiority. His skill as an ACM tactician has been recognized by his repeated selection to demonstrate the tactical employment of the F-14 to numerous officials and dignitaries." Cdr. Snyder was also selected to participate in the tactical cross-training program in the U.S. Air Force F-15, one of only two naval aviators ever to do so.

Cdr. Snyder is presently assigned as operations officers of the "Screaming Eagles" of VF-51 at Miramar NAS, California.

Come join the band

Grummanite Matthew Ferguson works in Operations Analysis in Plant 5. In his spare time, he leads the County Cavan Corps of New York City in numerous parades held in cities and towns up and down the Eastern seaboard. One of the parades that his drum and bugle corps marches in is the traditional St. Patrick's Day Parade up Fifth Ave. in New York City.

Matt wants to expand his drum and bugle domain by forming another corps of Long Islanders. If you're interested in joining the group, call Matt on Ext. 2413.

New assignments

Among those who recently received changes in assignments were: BETHPAGE OPERATIONS--Vincent Holder, staff assistant, Ops. Center, Pl. 2; PROGRAM MANAGEMENT--James Flowers, assistant program manager, OV-1 Mohawk / CH-53E Helicopter, Pl. 77; CORPORATE QUALITY AND SAFETY OPERATIONS--George Mannarino, supervisor, Inspection, Quality Control, Pl. 3; Richard Andreano, engineering specialist, Electrical Engineering, Equipment Technology, Pl. 5; Frank Angrisani, section head, Systems Design Engineering, Equipment Technology, Pl. 35; Abraham Blum, engineering specialist, Systems Design Engineering, Equipment Technology, Pl. 31; Howard Brady, engineering specialist, RF / Controls Engineering, Equipment Technology, Pl. 1; George Castellano, group head, Controls and Mechanisms, Pl. 35; Anthony Cicale, manager, Laboratory Operations, Pl. 14; William Dacier, engineering specialist, Digital Engineering, Equipment Technology, Pl. 5; Donald Fries, group head, Supply Data, Supply Operations, Pl. 30; Stanley Green, engineering specialist, Systems Design Engineering, Equipment Technology, Pl. 35; Jeno Kormendi, technical advisor, Trainer Systems Engineering, Pl. 31; William Mulligan, deputy director, Publications, Ol. 15; James Myles, subcontract program coordinator, Chemical Engineering; Pl. 12; William Riehl, plant manager, Manufacturing, Pl. 14; Anthony Robertone, engineering specialist, RF / Controls Engineering

Win trainer system award

Grumman Aerospace's Training Systems recently reeled in its first simulated maintenance trainer award. The U.S. Navy has selected Grumman to build two A-6E Digital Ranging Set (DRS) Simulated Organizational Level Maintenance Trainers.

Under the $242,000 contract, Grumman will design and build a total of two trainers for Navy squadrons on the East and West coasts.

Training Systems' Director Harvey Fromer views this new contract as "a critical one in the simulated maintenance trainer business for Grumman. Simulated maintenance trainers are the way that the Navy plans to go in the future."

Formerly, the Navy used to buy additional sets of black boxes and assemble them as they are in an actual A-6E Intruder aircraft. With the new simulated trainers approach, the need to purchase expensive, highly sophisticated black boxes is eliminated.

The students -- naval maintenance personnel who repair A-6E Intruders onboard the carriers -- would use the new Grumman-designed simulated maintenance trainer to learn their trade.

As part of the trainer package, a slide show presentation will instruct the student on the visual displays of the Intruder DRS under check. Via the trainer's computer the student will then be put through a series of paces to demonstrate how to trouble-shoot to the problem black box. This training system can be easily updated with the latest information on Intruder electronic DRS systems being incorporated on fleet aircraft.

This new training system contract will be managed by Elliot Blond, with Roger Schaefer as the program engineer. The actual production of the two trainers will take place at Great River Operations, over the next nine months.

calendar

Aikido Club: Every Mon. and Wed., 5 p.m., Pl. 35 cafe; for sport and self-defense; L.I. Aikido Federation; all guests welcome. B. Bauman, Ext. 2910/M. Stock, Ext. 7186.

Alcoholics Anonymous: Every Mon., 5 p.m., Pl. 15 conference room C; closed meetings; Personnel Relations, x3521; Calverton: Every Mon., 4-5 p.m., Headquarters Bldg; Great River: Every Wed., 4-5 p.m., Pl. 43 conference room 3.

Dance Club: Every Wed., 5-8 p.m., Pl. 30 cafe, Nov. 1, Halloween Party & Square Dance/Nov. 8, Rhumba; friends and relatives welcome.

Duplicate Bridge Club: Every Thurs., 6 p.m., Pl. 30 cafe; open competition; guests welcome. S. Campbell, Ext. 3382#F. O'Lear, Ext. 5120.

Equestrian Club: Every Mon-Thurs., after hours, Mrs. D's, Woodbury; classes/trail rides; guests welcome. J. Borzell, Ext. 6865.

Fencing Club: Every Tues., after 4:30 p.m., Pl. 30 cafe; both beginners and experienced fencers; instruction and competition; GAC employees and dependents welcome. P. Chaldaris, Ext. 4331.

Folk Dancers Club: Every Tues., folk dancing, every Thurs., hustle and ballroom dancing; some instructions available lunchtime; receiving area Pl. 6; all welcome. E. Urciuoli, Ext. (117) 6688.

Hockey Club: Every Sun., 5:30-7:30 p.m., Cantiague Park, Hicksville; competitive European style hockey. A Gibson, Ext. 2648.

Model Railroad Society: Every Wed., 5:30-9:30 p.m., Model RR Bldg. (at Pl. 3 rr crossing)

NASA celebrates 20th anniversary

The National Aeronautics and Space Administration (NASA) opened for business on October 1, 1958. This year, the space agency is celebrating its 20th anniversary. Following are excerpts from an article by Dr. Robert A. Frosch, NASA Administrator, summing up NASA's activities and plans.

By the time a man or a woman has lived for 20 years, a new individuality has been established, physical maturity has been achieved, important experiences have been under-gone and digested, there have been some triumphs and some tragedies, the outlines of the individual's role in society are beginning to come into focus, and it becomes possible to do some sensible planning and make some educated guesses about the future. Most importantly, a unique new entity with largely undetermined potential has come to exist in the world.

On its 20th anniversary, NASA – composed of some 23,000 men and women -- is just such an entity. We are a unique agency, mandated by the people of our country through their elected representatives to develop and utilize space technology both for immediate practical application and to expand our knowledge of the Earth, its environment, the solar system and the universe. We are charged with assisting the Department of Defense in the use of space to maintain the security of our nation, and with the promotion of international cooperation in space for peaceful purposes. An important part of our charter calls for research and development to maintain U.S. leadership in aeronautics, and to improve civil and military aeronautical vehicles while minimizing their energy consumption and environmental degradation.

As in the case of a 20-year-old person, we have achieved the approximate shape and size we can expect to live with for the foreseeable future; we have some learning experiences under our collective belts; we have tasted both triumph and tragedy, although happily more of the former than the latter; our functions in the interests of our people are beginning to come clear; and we are beginning to see some of the directions in which we may want to go in the years ahead.

Like any reasonably intelligent and normally healthy 20-year-old, we have reason to be proud of our accomplishments thus far and confident of further accomplishments in the future as we gain experience and knowledge.

We have, after all, in just two decades, for the first time ever, put life from the planet Earth on another body of our solar system, and in our explorations of the Moon learned more about the nature and origins of that system than humanity was able to determine in all the centuries that went before.

In those two eventful decades we have landed extensions of our intelligence on Mars, begun an automated investigation that will eventually extend to all the planets orbiting the Sun, achieved significant increase in our knowledge of Sun-Earth interactions and relationships, and through remote sensing satellites made order of magnitude improvements in how we view the natural and manmade phenomena of the whole Earth, as a first step on the way to better management of all our resources. And we have put astronomy observatories into orbit above the obscuring atmosphere, which are beginning to supply data that may well change our conception of the universe.

Closer to home we have initiated a communcations revolution. Though barely begun, the communications satellite program has tied the nations and peoples of our planet together in a way never before possible and it promises the benefits of intercommunity contact to the most remote and isolated areas. We have pioneered the use of high-powered broadcast satellites to bring a variety of public services to communities otherwise without them. And we have developed aeronautical technologies that promise 50 per cent fuel savings for airliners, as well as quieter, more economical, safer and more convenient long and short distance air travel.

In our 20th year, we are deeply involved in solving the primary problems of our time -- through

(Continued on page 6)

Two decades of growth

(Continued from page 5)

remote sensing helping to locate new sources of

Finally, exactly as is true of a man or a woman. the future from the perspective of 20 years is full of challenge, excitement and opportunity. Consider, for example, that the 12 months following our 20th anniversary will see, among other events:

- the launch of the second HEAO to follow up the major astronomical discoveries of its predecessor;
- the arrival of the Pioneer orbiter and probes at Venus;
- the exploration of Jupiter and its moons by both Voyagers; and
- the first orbital test flight of the Shuttle.

Beyond our 21st year, we can see the Shuttle evolving as the major factor in all our operations in space, facilitating and accelerating progress toward nearly all our goals.

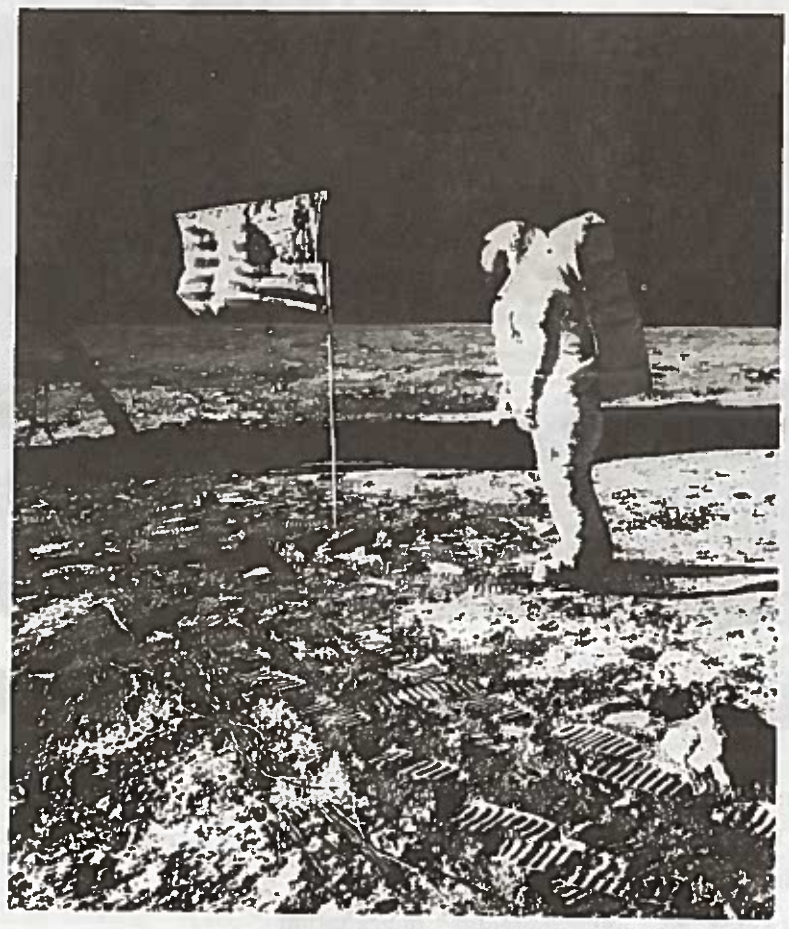
The capability provided by the Shuttle to build large antennas and supporting facilities in space will lead to an enormous advance in the field of space communications that can change society. Such public telecommunications services as electronic mail, medical information delivery, continuing interactive education and board information access await only positive decisions.

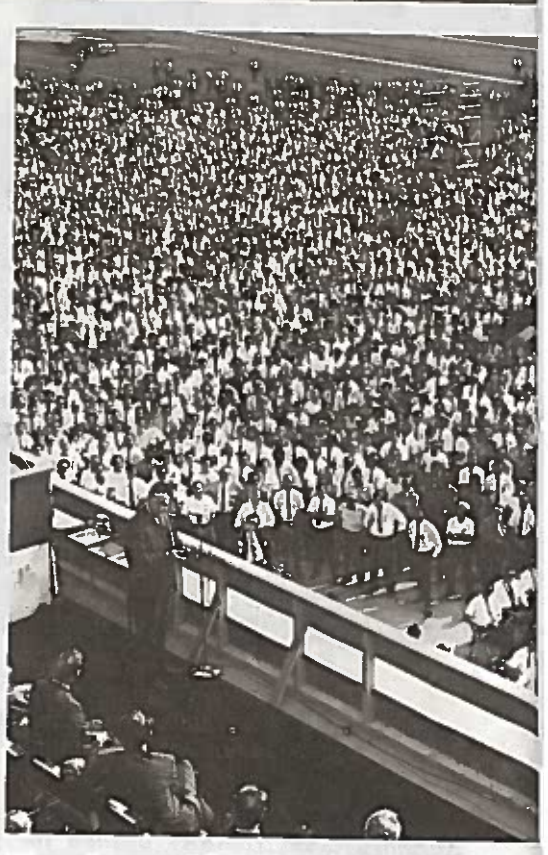
The same Shuttle capability will lead also to new construction techniques which could make the possibility of beamed solar power a reality if and when that concept appears to be economically viable.

There is even a very real, although unquantifiable, possibility in the foreseeable future through our proposed Search for Extraterrestrial Intelligence program, for contact with other intelligent beings in the universe, with the major changes to human society that such contact would bring.

In short, on our 20th anniversary we at NASA can take pride in what we have already accomplished, satisfaction from the knowledge that we are doing useful work on the frontiers of science and technology for the benefit of our people and our country, and exhilaration at the prospects which lie ahead for the continued expansion of human knowledge and the improvement of the condition of mankind on the planet Earth.

Truly a unique new entity has come to exist in the world, an entity of which each one of us can be proud to be a part.

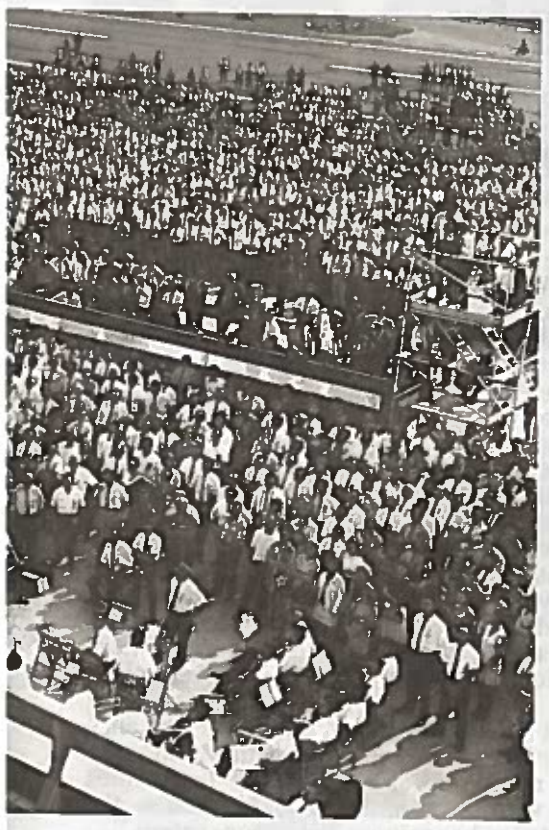




Big welcome. *After historic Apollo 11 miss drin returned to personally thank the Grum grand spacecraft.'*

Mission successful. *The first man to step onto the lunar surface, Neil Armstrong, presents a momento to the late Lew Evans (L), then Grumman President.*

Honored guests. *After Apollo 9's successful mission which mark orbit, Astronauts James McDivitt, David Scott and Russell Schwe*



n, Astronauts Neil Armstrong and Buzz Al-
nan team for designing and building 'one

At the Cape. *At the Kennedy Space Center - (KSC), Fla., President Joe Gavin (3rd R), who was then Vice President-LM Program Director, joined Grumman Aerospace Chairman and President George Skurla (2nd R), who served as KSC Operations Manager, and several Grummanites for inspection of launch pad. (NASA Photo)*

the first manned flight of the LM in earth
kart visit the Grumman team at Bethpage.

Tuned in. *Throughout the company, Grummanites followed Apollo missions via television, radio, or public address system.*

'Move forward to new heights'

Grumman began to think about manned space programs as early as 1958. Two years later, the company submitted its first preliminary study on Project Apollo. In November 1962, Grumman was solidly in this nation's space business with a design and production contract for the Lunar Module.

Today, Grumman's long-time association with NASA continues ... Shuttle Trainer Aircraft, production of Shuttle Orbiter wings, numerous space construction concept studies — to name a few.

Grumman Aerospace Chairman and President George Skurla recently received the following letter from Dr. Robert Frosch, NASA Administrator.

Twenty years ago, the National Aeronautics and Space Administration (NASA) was formed to meet an international challenge in space. During these intervening years, our Nation met that challenge and has been able to achieve objectives which were once thought to be science fiction dreams. At the same time, however, we have harnessed space and aeronautics research to provide for a better life here on Earth. In no small measure, these successes are due to the efforts of our industrial teammates.

Therefore, on this our 20th anniversary, I want to express my appreciation to you and your associates for the outstanding support you have given to NASA and the United States during this period. Without your support, we could not have accomplished these past goals. With it, we will move forward to new heights of achievement.

'I mean to fight aggressively to advance the cause of New York to attract business and industry here'

Perry Duryea

(Continued from page 1)

and the personal decisions which you must make as individuals -- which Grumman must make as a corporation -- can be made favorably as it relates to the State of New York and as it relates to Long Island.

"Now people are going to say: 'Where's the money going to come from to do all these things.' Cut taxes and to assure that we have a maintenance of N.Y. State services. You know, we can start to run government the way we run a business. We can tighten our belts; do it right. And, use some business operating techniques in government that will make it different -- and make a difference in the cost of government itself.

"The cost of government has gone up 30 percent during the past four years. That is a dramatic increase ... 2.8-billion dollars. That's a lot of money to spend as an increase over a four year period. Secondly, we can do some of the things that haven't been done ... such as to phase out all those abuses in Medicaid ... welfare, which have been costing a billion dollars a year in this State, as evidenced by reports that come out of our present State goverment. And, I'm not saying take money away from those people who need assistance . . . not a penny. But, I do say, for those people who abuse the system, and those people who attempt to keep the system, let's stop and let's save taxpayers' dollars where they're going down the drain ... and not continue to move in this direction.

One final thought ... is an attitude which I think relates to all of us ... people as residents of New York State. It's an attitude that was expressed to me this morning. I had the pleasure of meeting the N.Y. Yankees at the Custom's House in New York City and going up Broadway with them as literally a half-million people greeted them as World Champions of Baseball. Was it dramatic that the Yankees returned to our State as the champions of baseball? Sure it was. But the real drama of 1978 was that they started out 14 games back. And, they came all the way. They were two games down in the World Series and then they won four straight. That was the drama of 1978. I would like to draw a comparison between the Yankee experience and our potential for experiences here in New York.

I believe we have lost a lot to California and to other states in the nation. We are losing jobs, while our sister states are gaining 2.5 million jobs. I believe if we use the technology that we have available to us ... the technology that you have here at Grumman that allowed us to chart new passages to outer space. It could not have been done without your know-how and techniques ... could not have been done without your energy and enthusiasm ... dedication to the job ... With that great ability that we had to build an air force that allowed us to win hands down World War II ... What you're still doing by way of building the finest military offense in the world ... With the spirit and enthusiasm that we as New Yorkers have been able to exert in every walk of life ... To duplicate the N.Y. Yankees. And, we can duplicate them by making the entire State a leader among all the States once again."

Duryea then asked PAC members if they had any questions. The following inquiries were asked:

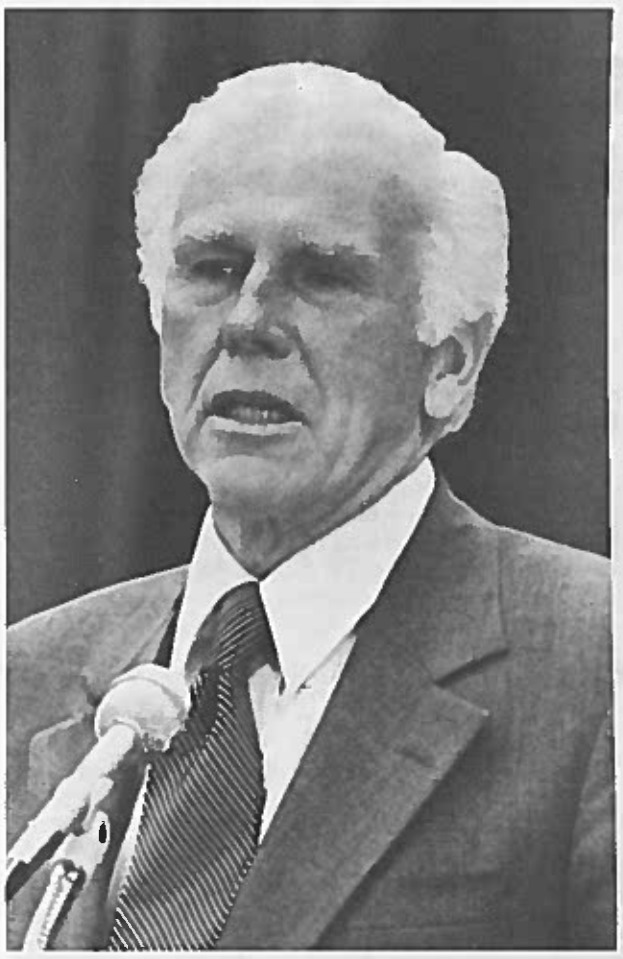
Violent crime reform. "Mr. Carey and I differ on whether or not crime is on the increase. I use the FBI index as my source. Crime is up in 1978 over 1974. We have more crime than we had four years ago. If nobody believes that, walk the streets of the cities and ask the citizens whether we have more crime than four years ago ... You'll get a very clear answer....

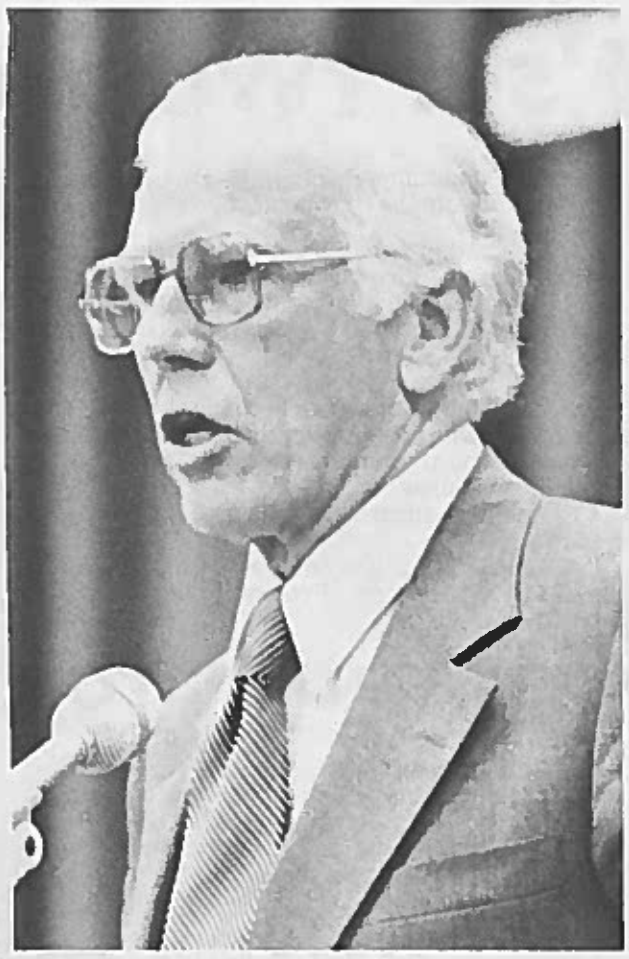
"We must have mandatory minimum sentence for those serious crimes that are committed... We must have mandatory imprisonment for crimes committed with a gun. We should reduce the possibility of plea bargaining, out of our system."

As for juvenile criminals, "Until this year they were treated in a family court. That's not where they can be handled. They need to face the criminal court ... And, lastly, I believe that he who takes a life must be prepared to forfeit a life. I believe in capital punishment.

Question: *You've stated that one of the largest problems facing Long Island is the property tax -- approximately 2/3 of that is due to the school tax. The Levittown Decision stated that it was unconstitutional to fund the schools through property tax. That is being appealed in Albany right now. If you're elected, would you withdraw that appeal?*

"Well, that appeal is not in the hands of the Executive of this State. That appeal is being taken by the Attorney General of the State. But, the Levittown Decision did not rule out property tax completely as a source of revenue to support education. It said, in essence, that there was a (uneven) relationship between property tax and the broad base state taxes. In my years in the legislature, I have always fought for a maximum of state participation through a broad base state revenues which would be directed into assistance for education through the state-aid formula. And, it literally has increased by hundreds of millions of dollars a year... The present governor campaigned





on a pledge in 1974 to increase the State share of education cost to 50 percent – 50 percent from real property. The first three years of his administration, he tried to reduce state aid to education. If he had his way, it would now be a 33 percent increase, rather than the 50 percent he pledged. The legislature fought the possibility of reduction and held it at 38 percent. I am committed, because I believe number one, that the Levittown Decision will insist upon it, but also because I believe in it, that the State should share in the cost of education on a 50-50 basis. And, I will work toward that goal."

Question: *I would be interested in knowing your position on the abortion issue.*

Duryea: "I believe that a woman should have freedom of choice."

Asking the final question of the night was Grumman Corporation Chairman Jack Bierwirth: "One of the frustrations at Grumman has always been that when we compete with companies around the U.S., the California delegation will come in strongly for the California company... the Missouri delegation... or a Texan delegation will do likewise. But the New York State delegation – until very recently – has felt that they had the luxury of not worrying about the N.Y. State industry. The second half of my question concerns the other side of our company where we produce solid wastes-garbage power plants, and so forth. It's critically important to us to have support in our own State. If there's a garbage power plant built on Long Island, and it's somebody else's, it makes it look as though the people didn't want to do business with us. Could you say something about the role you might play as governor for New York industry ... and us?"

Duryea: "It is true that the N.Y. State delegation in the Congress has been in the past split on basic issues. We're a very complex state with a unique background and areas ... city-oriented, urban-oriented ... and we have to find a way to get them all together. I believe that the responsibility of the Governor of this State is to pull those forces together, to present a unified front in Washington, to demand a hearing, to do everything possible to assure that our State is properly recognized. And, I don't think it has been ... we've been shortchanged. And the Southern states ... have been running away with too much of the work that we should be bringing back here. As chief executive, I will make every effort on a personal basis to aggressively pursue business and contracts that we need to attract to New York to keep us strong in every way – especially in the economic sense.

"Now, from the standpoint of the broad range of contracts that you have to offer, that which I said goes for every product that is homegrown in New York... And, incidentally, I might point out that this spring when it appeared Grumman was receiving little consideration at the hands of the Federal government, I arranged to have passed, along with my colleagues, a resolution calling upon the Federal government to take a somewhat different attitude towards us. I mean to fight aggressively to advance the cause of New York to attract business and industry here whenever I can as an officer holder in this State."

Art-Photo show begins Nov. 13

There's only 13 more days left to put the finishing touches on your latest masterpiece or to mount your favorite color photographs. The Grumman Athletic Association will begin accepting entries for this year's Art and Photography Show on Monday, November 13.

All Grumman employees and retirees are invited to display their creative endeavors in the Plant 28 auditorium. Entries will be accepted Monday through Wednesday, November 13-15, from noon to 1 and 4-6 p.m. daily. Those who work at all Calverton plants should contact Sal Cordaro, Ext. 6559; at Great River, call Charles Greco, Ext. 7757. Both will arrange to have your entries transported to the show in time for judging.

Rules of thumb

According to Mike Cherry of GAA, contestants may enter two items in any one category, but are limited to a maximum of five entries in the entire show. Paintings must be framed, wired and ready for hanging. No entry may exceed 48 inches, including frame, and must have been completed during the past year. Items from previous GAA exhibits will not be accepted.

This year's Art Show categories are: (1) oil, plastics, acrylics – landscapes, seascapes, still life, misc., figure, portrait, nature; (2) watercolor; (3) pastels; (4) black and white – graphics, etc.; (5) sculpture; (6) non-objective – abstract, any medium.

Photographers may enter two items in any one division with a maximum of eight entries in the Photo Show. All prints must be mounted and suitable for exhibition. Minimum acceptable print size (less framing) is 8 x 10 inches.

Slides are acceptable either in cardboard mounts or sandwiched between thin plates, and must be correctly spotted for projection. All photos must have been shot during the past year and all submitted entries must be the work of the entrant. Trade processed prints will be accepted.

The black and white prints, color prints and color slides division will be judged in the following categories: pictorial, nature, still life and abstract, portraiture, human interest, and macro-photography.

The Grumman Art and Photo Show will be open to the public on Thursday, November 16, from 4-6 p.m.; Friday, November 17, from 4-6 p.m.; and on Saturday and Sunday, November 18 and 19, from noon to 4:00 p.m. For additional information, call the GAA office, Ext. 2133 or 2269.

Open field office in Colorado Springs

On Tuesday, October 24, Grumman Aerospace opened a field office in Colorado Springs. The new facility provides technical and program support for the company's U.S. Air Force contracts related to the North American Air Defense Command (NORAD) and the Aerospace Defense Command (ADCOM). Both commands are located in Colorado Springs.

Grumman's contract awards include computer software development studies for the Satellite Attack Warning System at NORAD's Cheyenne Mountain complex, missile surveillance technology, and other military space programs associated with NORAD / ADCOM.

The new Colorado Springs office is located at 715 South Circle Drive.

Safety...it's a two way street

Ever try to cross a Grumman roadway at a specified pedestrian crossway and the cars continue to wiz on by ... and the car tires leave scuff marks on the toes of your newly polished shoes?

Or how about when you're poking along in your '58 Studebaker and out of nowhere dashes a homo sapien ... you slam on the brake and prepare to give that ungrateful fellow a piece of your mind, but he's already fled into the nearby plant.

Confrontations between drivers and pedestrians have been taking place for centuries. No doubt the chariot drivers in ancient Rome had daily squabbles with fellow citizens on foot. And, crossing Broadway at the turn of the century was probably just as nerve-wracking as it is today.

Inside the Grumman gates, driver and pedestrian also have their daily confrontations, especially during the morning and evening rush hours, report several Grummanites. As winter approaches, several people have asked PLANE NEWS to remind their fellow workers to heed the pedestrian crossing signs, and when on foot, have a little heart for the guy behind the wheel. As one Grummanite says, "Everybody wears both caps."

For those who do get a kick out of invoking mild heart attacks on travellers on foot, here's a few tips from the guy in the photo below:

- Never turn on your parking lights during the twilight hours. You want the other guy not to know what hit him.
- At the pedestrian walks, let up on the gas pedal, then as the fellow steps off the curb, speed up. Never fails to get the guy's adrenalin going.
- If two pedestrians are crossing in opposite directions, pretend you only see one. Let him pass to safety, then rev up the engine. The other fellow will probably faint in his tracks.
- Form an automobile chain. Team up with other drivers. Tailgate the car ahead of you.
- Ideal weather to catch a pedestrian is when it is pouring rain or during the birth of a major snowstorm. Usually your opponent is trying to get to a warm shelter. But, as the ace says, "Too easy ... no sport involved."

But, then again, there are two sides to every coin. So for those who prefer to terrorize mild-mannered drivers on the Grumman roadways, here's a few guidelines to follow:

- Element of surprise. Don't use the pedestrian crossways.
- When the roads are covered with ice, play the "fake and pass" game. Pretend to begin crossing the road, then fade back. Repeat performance, then scurry across. The driver will probably slam on the brakes, let up and then hit the brakes again and spin out.
- During twilight hours, wear dark clothing. (No white socks)
- If travelling in a group, and the driver is blocking the crossway in traffic, climb over the car. He'll be looking for you next time.

Thus far this year, no accidents have taken place inside the Grumman gates, reports Plant Protection. But there have been many near misses. Hopefully, the character in the goggles and white silk scarf is an extinct breed.

Pedestrian ace. *Daredevil drivers on the Grumman roadways like this seedy character are an extinct breed . . . hopefully. (Photo by Fred Annette)*

Get ready for winter now

Summer has been no vacation for your car.

In all likelihood, you've put your auto through a full season of heavy driving on sunbaked roads . . . and the classic symptoms are of end-of-summer fatigue are beginning to surface.

With winter on the horizon -- creating its own special demands -- this is not time to neglect a car's lagging performance. In fact, this is the most opportune moment to take remedial action -- an autumn tune-up at your local service station.

Many of last winter's "no-starts" and other breakdowns that plagued motorists were preventable. The problems could have been detected in a pre-winter checkup.

A tune-up allows the mechanic to make the necessary adjustments and repairs to assure maximum performance from your car during fall and winter. The following checklist can serve as a guide for an autumn tune-up:

- Engine. For maximum engine performance, you may need new spark plugs or a cleaning and regapping of the present ones. The distributor points should be cleaned and adjusted or replaced. Timing should be checked. Your air filter should be cleaned or replaced, and the oil filter replaced, if necessary, when having the crankcase refilled with manufacturer's recommended weight oil. Remember, a faulty carburetor or choke adjustment, for example, reduces mileage by allowing as much as one gallon of gas out of every tankful to pass into the air unburned.
- Cooling System. An exterior cleaning of the radiator is in order. Air must circulate through the radiator fins freely, which it can't do if the radiator is clogged with dirt and insects. Make sure that the fan belt hasn't stretched, cracked or worn excessively.

  Check the condition of all hoses and clamps; replace any that show signs of wear.
- Lubrication. This should be a must end-of-summer service, and while this is being done, have the fluid checked in the hydraulic brake and power steering reservoirs.
- Tires. It may be time to rotate your tires. This should be done according to specifications in your car owner's manual. Have the side-walls and tread checked for cracks and breaks.
- Wheels. The condition of your tire treads will indicate whether the wheels need realigning or balancing.
- Battery. Check cell condition and fluid level of battery. Make sure terminals and cables are free of corrosion. Have the battery tested -- cooler weather drains electrical power and a weak battery could cause starting problems.
- Wiring. By checking wiring and correcting shorts, you insure a steady flow of electric current from the battery to starter, lights and accessories. This may prevent "can't starts" during rainy weather.
- Brakes. After a busy summer, it is a good practice to check whether a brake adjustment or new linings are necessary. Don't forget to check parking brake tension.
- Lights. Make sure that headlights are aimed properly and that brake directional signals are in good working order.
- Wipers. If windshield wipers show signs of wear or blur your vision when in use, it is time to have them replaced.

Still going strong. *This season, the Grumman varsity golf team racked up its 15th Long Island Industrial League championship in 16 years. Members of the perennial championship squad are (L to R) Kenny Prager, Stan Zolek, Bob Chalus, Joe Gambino, Jimmy Alverson, Jimmy Minsky, Tony Cisco, team captain Forrest White and coach Mike Cherry. (Photo by Jim Wagner)*

Winning is habit forming

Forrest White, Tony Cisco, Jimmy Alverson, Jimmy Minsky, Joe Gambino, Kenny Prager, Stan Zolek and Bob Chalus.

Remember the names. Study the faces in the above photograph. And, next time you see them, shake their hands.

These guys are the members of the 1978 Long Island Industrial League Golf Championship team--the Grumman varsity.

Winning Long Island championships is a tradition with these fellows. During the past 16 years, coach Mike Cherry has led this team to the number one post on Long Island 15 out of 16 seasons. And, most of these guys have been part of that winning team for the entire duration.

Season wrap up

This season, the Grumman varsity showed no mercy to fellow industrial golfers on the L.I. circuit. They complied an unblemished record of eight victories and zip defeats.

In the first match against Republic, the Grummanites set the pace for the season by slaughtering their opponents, 7 to 1. Next week, they beat Sperry, 5 to 3; then, took on LILCO and easily won, 6½ to 1½. The Photocircuit team had no chance against the powerful Grumman squad. They lost 8 to 0.

The second half of the season was almost a carbon copy of the first. Each week, Grumman golfers racked up victories over Republic, 4½ to 3½; Sperry, 7½ to ½; LILCO, 6 to 2; and Photocircuits, 6 to 2.

Powerful eight

When we asked team captain Forrest White why has Grumman consistently been a powerhouse, he replied, "Grumman has always fielded at least four strong golfers, while the others in the league have at top two such golfers...The best that the opposition can hope for is a split."

Forrest continued by giving a quick rundown on the talented varsity eight:

Tony Cisco ... "he's the best amateur for the past 35 years on the Grumman squad ... the best putter ... the best chipper.

"Jimmy Minsky is the son of a golf professional ... you can certainly tell by the way he consistently hits the long ball ... a two-handicapper."

Jimmy Alverson has been "on the Grumman squad for over 25 years. He claims that he doesn't care if they play winter or summer rules -- he's always in the rough. A long-ball hitter ... great at the short game too."

Rounding out the first team is Forrest himself, "I'm just a straight ball hitter ... just keep on hitting it straight down the middle."

As for the second foursome, Joe Gambino is "an extremely long ball hitter. Kenny Prager is the youngster on the team and his forte is accuracy. Stan Zolek, a long-time Grummanite, had a great rookie season, And, as for Bob Chalus, he plays the same kind of game that Kenny does...and he's very methodical in his approach."

So next time you see any of these championship golfers, slap them on the back and congratulate them ... maybe they'll give you a few pointers.

Broadway tix

The following Broadway show tickets are now on sale in all Employee Services (ES) offices:

Best Little Whorehouse in Texas. Friday, January 19, mezzanine seats for $15.50.

Dracula. Matinees on Wednesday, December 13 and 27, $14.50 per person.

For more information, contact your nearest ES representative.

scorecard

Two Grumman golfers recently scored hole-in-one's on the Bethpage State Park golf courses.

Jim Herzberg used a four-wood on the Black course's 17th 190 yard hole. It's the second hole-in-one for Jim.

Mort Husted picked the right club for the 155-yard 14th hole on the Yellow course. He took one stroke with his five iron to register his first hole-in-one. Way to go, guys.

Competitive lot

Material Management are a competitive lot. At its annual picnic at McKay field, Director Tom Harding awarded five trophies.

Plant 17 won the volleyball title; Jean Scanlon and George Martin of Plant 30 captured the shuffleboard trophy. Miniature golf honors went to Georgie McGeorge and Ed Marmurowski of Plant 30. Terry Kramer and Bob Swaboda won the dance contest.

Once again this year, there was a controversy over who should receive the Softball trophy. Harding claims that Plant 30 won the game, but because of some of the "calls," the Distribution Department was awarded the trophy. Seems that Plant 30 didn't receive the trophy last year, either.

Aim high, keglers!

Registration for the Grumman varsity bowling team roll-offs takes place in mid-December. If you plan on trying out for the varsity team, here are a few goals to aim for:

Men must have compiled an average for at least 24 games in an ABC league. The minimum entry average for men keglers is 175. If a bowler competes in more than one league, his combined average must be no less than 175.

Season averages for roll-off entry must be computed as of the first week of December.

Entry qualifications for the women's trials are the same as the men with two exceptions. The entering or combined average is 125 and the league should be WIBC sanctioned.

Further information will appear in the November 27 issue of PLANE NEWS.

Running event

The Long Island State Park and Recreation Commission and the Bank of New York are co-sponsoring the first annual Sunken Meadow State Park 15,000-Meter Run on Sunday, November 19. Registration fee is $3.

Pre-registration will be held until November 5. All pre-registrants will receive a free race T-shirt. Late registration is from November 6 to 19.

Age categories for both men and women will be as follows: 12-14 year olds; 15-18 year olds; 31-40 years; and 41 years and over.

Registration blanks are available at all Long Island State Park facilities. For further information, call (516) 669-1000, Ext. 247.

Winter Arts Festival

The L.I. State Park and Recreation Commission recently announced plans for its third annual Winter Arts Festival to be held on seven weekends, November through March, at the Bethpage Golf Clubhouse.

The following competitive events are open to amateurs only.

Crafts exhibit. November 16-19. Classes: crewel and embroidery; hand-knitting; crocheting; hand-quilting; needlepoint; hooking; caning, reedwork, raffia and basketry; macrame; weaving, etc.

Holiday delicacies. Sunday, December 3. Culinary artists compete for prizes in the following classes: cookies, cakes, dessert pies, specialty pies, breads and rolls, specialty breads; fruit and vegetable preserves; and jams and jellies.

Crafts exhibit. December 7-10. Classes: papercraft; metalworking; woodworking; ceramics; handthrown pottery; shellcraft; beadwork and stone; etc.

Next year's Winter Festival exhibits will be listed in a future issue of PLANE NEWS.

Persons wishing to participate in the Winter Arts Festival may obtain application forms and rules and regulations by writing; Winter Arts Festival, Bethpage State Park, Farmingdale, N.Y. 11735. Because of space limitations, entry applications will be accepted on a first-received, first-accepted basis.

Milledgeville champs. *Winners of this year's Bill Zarkowsky (R) Golf Classic are (L to R) Bill LaJoy, closest-to-pin; Denny Green, low gross and longest drive; Ray Polniak Jr., longest drive; Jerry Buckridge, winner and low net; and Linda Baker, closest-to-pin. The tournament was played at Hard Labor Creek Golf Course, Rutledge, Georgia.*

GRUMMAN plane news

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